

2002 Honda S2000





**Maybe it's the engine start button.**

**Or that big "9" staring back at you**

**from the end of the tach. Something about**

**the S2000 says this is no ordinary two-seater.**

**This is all about race-bred performance and**

**g-forces. And that's why you're here. Driving**

**the S2000 is the exhilaration and technology**

**extracted from Honda's 50 years of racing**

**experience. With 240 horsepower and a lofty**

**9000-rpm redline, it's the first roadster to**

**truly capture the very soul of racing. A few**

**seconds behind the wheel will explain it all.**



65

mph

E F

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SEL



**You can catch your breath later.**











**"The S2000 is a unique and  
seductive tool for speed."**

*Car and Driver*

**"The S2000 has the speed, reflexes, and open-top  
exhilaration of a purebred sports car."**

*Automobile Magazine*

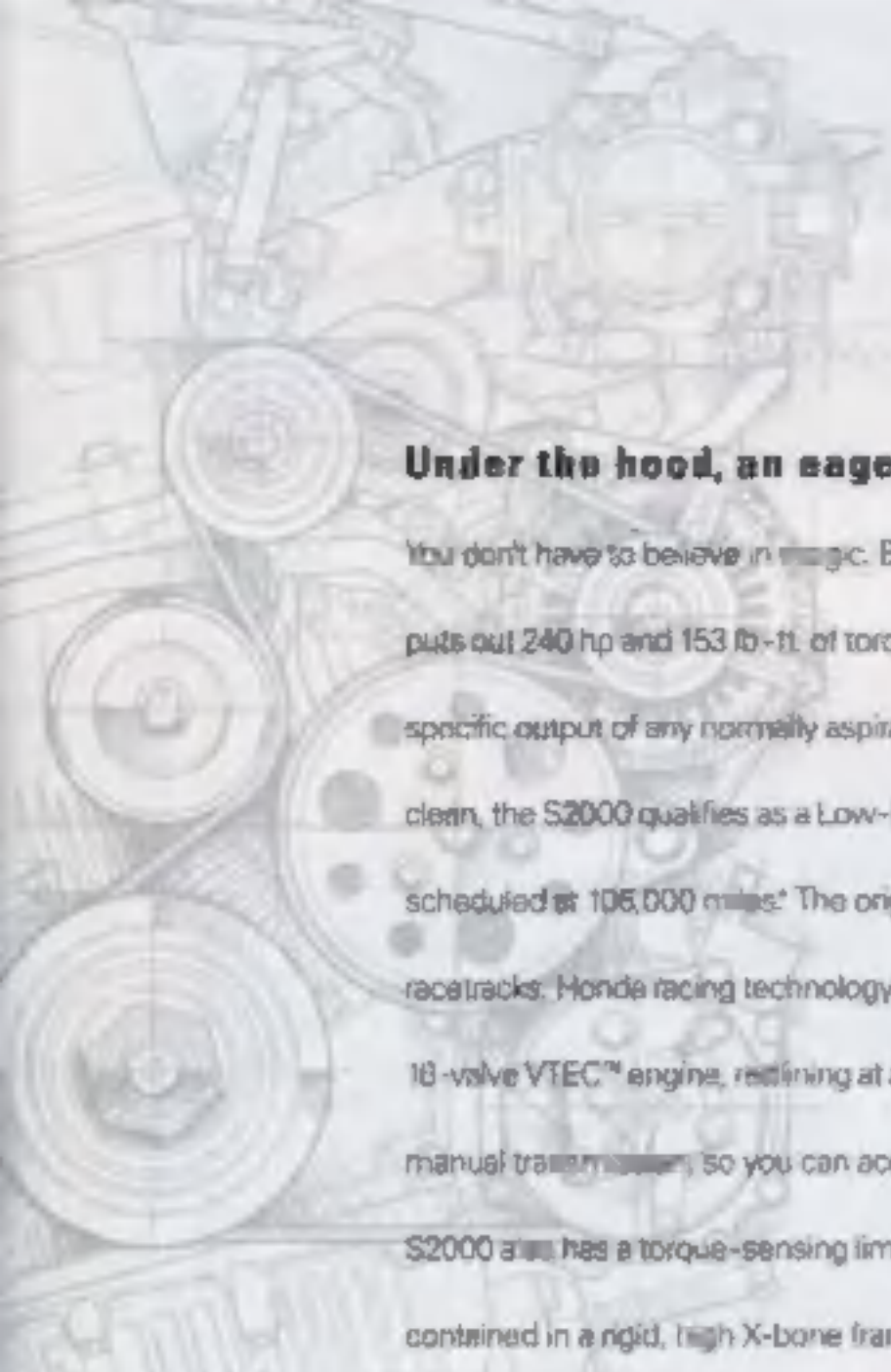
**"[Honda] pulled no punches when it came  
to creating a high-performance 2-seat  
convertible that does more than measure  
up with its European counterparts."**

*Road & Track*










**Under the hood, an eager genie wants out of its bottle.**







You don't have to believe in magic. But it may help. The 2.0-liter engine in the S2000 puts out 240 hp and 153 lb-ft. of torque. That's a stunning 120 hp per liter, the highest specific output of any normally aspirated production engine in the world. Yet it runs so clean, the S2000 qualifies as a Low-Emission Vehicle (LEV). Plus, its first tune-up is scheduled at 105,000 miles.\* The origins of this virtuosity can be found on the world's racetracks. Honda racing technology courses through the veins of the S2000. From its 18-valve VTEC™ engine, redlining at an amazing 9000 rpm, to its close-ratio 6-speed manual transmission, so you can accelerate quickly in any gear. The rear-wheel-drive S2000 also has a torque-sensing limited-slip differential to ensure plenty of grip. All contained in a rigid, high X-bone frame for unequalled handling precision and stability.

\*Does not apply to fluid and filter changes. See owner's manual for details.








## You'll never think of a liter quite the same way again.

Getting 120 horsepower out of each liter requires extreme measures. Enter the VTEC (variable valve timing and lift electronic control) system. It varies both the intake and exhaust valve operation in the S2000 engine to achieve optimum engine airflow over the entire powerband. This results in more complete combustion and greater efficiency. The engine block, cylinder head and  are made of lightweight aluminum alloy.

The S2000 engine is surprisingly compact – an attribute shared with Honda's racing engines. In order  minimize the influence  handling, it's important to keep it as close to the center of the car as possible. The S2000 engine is located entirely behind the front axle centerline. This  weight off the corners of the car and closer  the center, where it contributes  a sharper steering response and unflappable cornering  – something you feel and appreciate right away.



The S2000's low-friction forged pistons and lightweight connecting  are specifically designed to operate with great efficiency at extremely high rpm.

The S2000 was engineered to excel at high engine speeds. The DOHC valve train  the  special compact, -friction roller-bearing cam followers.  VTEC (variable valve timing and lift electronic control) helps to spread power throughout the engine's operating range.



The entire powertrain is located between the front and rear axles. This gives the S2000 nearly 50/50 front-to-rear weight distribution and centralized mass, which help make it highly responsive.



Compact and efficient, the DOHC cam-drive system uses a silent primary chain with automatic adjustment. The secondary drive is geared, as in a racing engine, for dependability and greater timing accuracy at high rpm.









The large 11-inch brakes are vented in front and solid in back, and feature a high-temperature-resistant material. Pedal feel and brake response have been specifically designed for heavy towing. An anti-lock braking system is also available as optional equipment.



**Its suspension has been programmed to hug the road.**

The contact patch, where the tire meets the pavement, is where a car's performance has its moment of truth. The compact "in-wheel" design of the S2000's 4-wheel double wishbone suspension is dedicated to maximizing grip and precision. High-strength suspension components are light and compact, reducing unsprung weight for excellent control. The rear-wheel-drive S2000 uses front and rear stabilizer bars and gas-pressurized, mono-tube shock absorbers to help minimize body roll and ride harshness. The integrity of the S2000 results in agility and handling response that must be felt to be fully appreciated. You feel the road, but leave the bumps behind.

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**Its racy good looks  
are inherited.**





*Innovative, technically sophisticated for its day and a truly enjoyable car to drive, the 1964 S600 was one of Honda's very first sports cars.*



*In 1963, the Honda Motor Company entered Formula 1 racing. Since then, Honda has continued to compete at many of the highest levels of international motorsports, winning 71 Grand Prix, 61 Formula 1 Constructor's Championships, 3 Championship Auto Racing Teams (CART) Manufacturer's Championships plus 5 CART Driver's Championships, and more than 50 races in the series. The Honda S2000 roadster carries on this racing spirit.*



## Tap into a rich legacy of performance engineering.

Racing isn't just about crowds and trophies. For Honda, the racing program offers an opportunity to put new ~~performance~~ technology to the test in extreme situations. At Honda, one of the primary ~~directives~~ objectives includes sending our young engineers into the crucible of racing to sharpen their problem-solving skills.

Unyielding time constraints ~~imposed~~ by racing provide the environment for learning to innovate under pressure. A racing competitor once commented ~~that~~ while many car companies go racing, Honda is a racing company that happens to build production cars. The S2000 embodies that passion and competitive heritage.







Suddenly, every road's  
your favorite.



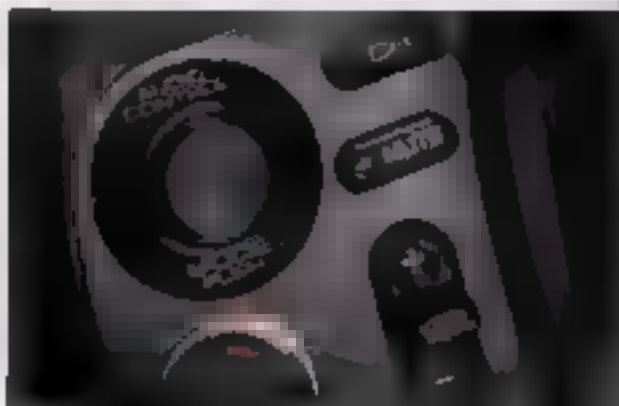


## Forget everything you've ever known about roadsters.

You rotate the key in its cylinder. Then you do something different. Something racier than drivers have done for years. You press a button to start the engine. That's a reminder this is no run-of-the-mill sports car. This is serious business. The leather-wrapped shift knob for the 6-speed clicks through its paces with a flick of the wrist. Steering feel is precise, and the gauges convey information at a quick glance. All of which lets you concentrate on the business at hand — the thrill of being one with the car.







A clear acrylic aero screen fits between the driver's and passenger's seats to help reducing wind turbulence. If you prefer, it folds down out of the way.

Weather and controls. You can change audio system, heater, power windows and mirrors. Or activate the navigation system with the touch of a fingertip.



Textured pedals improve grip and provide a constant connection to the road, a heritage of the S2000. These pedals spring forward, produce action, and the brakes have a direct feel that ensures braking control.

## A full-bodied approach to the performance state of mind.

Settle into the leather seat, adjust the seatback, and slide the seat into position. The S2000 interior immerses you in the roadster experience, whether you take advantage of its race-bred performance or simply wish to take in some fresh air. The high seat bolsters brace your back and shoulders through the turns. An easy-to-use two-notch release frees the electrically powered soft top. An AM/FM stereo/CD player featuring a pair of door-mounted tweeters provides clean, clear sound. And the S2000 also has electronically controlled heating and air conditioning with a micron air-filtration system, a remote entry system, cruise control, and power windows, mirrors, and door locks.





The S2000 is serious about performance, and just as serious about passenger safety.

The body and frame are engineered not only to hold up to the rigors of spirited driving

but also to help protect you in a full-frontal, offset-frontal, side or rear impact. There

are dual front airbags (SRS) and 3-point seat belts with pretensioners. Integrated roll

bars for driver and passenger — plus the door and windshield posts — are reinforced

and connect to frame members in the floor. The central tunnel and the front and rear

side-members of the X-bone frame are designed to offer the rigidity and passenger

protection of a closed-top vehicle in full-frontal as well as rear impacts. Side-impact

protection is built into the doors, side sills and cockpit floor. There's an immobilizer

Theft-Deterrent System to provide peace of mind when you park your S2000. And a

locking storage compartment in the center console keeps small items out of view.

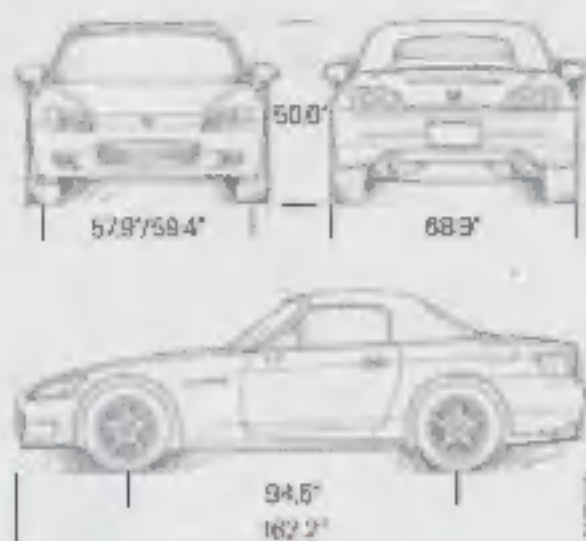






**Let's see, there must be  
a longer way there.**





#### Engine

Type: Aluminum-Alloy In-Line 4-Cylinder  
with Fiber-Reinforced (FRM) Cylinder Walls

Displacement (cc/cu. in.) 1997/121.5

Horsepower @ rpm (SAE net) 240 @ 6300

Torque (lb.-ft. @ rpm) 153 @ 1600

Compression Ratio 11.0:1

Valve Train: 16-Valve DOHC VTEC™

Fuel System: Multi-Point Programmed  
Fuel Injection (PGM-FI)

Ignition System: Electronic with  
Immobilizer Theft-Deterrent System

#### Drivetrain

Type: Front Engine/Rear-Wheel Drive

Manual Transmission: 5-Speed Close-Ratio  
with Torque-Sensing Limited-Slip Differential

Final Drive Ratio 4.1:1

Gear Ratios

1st	2.13
2nd	2.45
3rd	1.46
4th	1.16
5th	0.97
6th	0.81

#### EPA Fuel Economy Estimates/Fuel Capacity

6-Speed Manual (City/Highway) 20/26

Fuel (gal.) 13.2

#### Interior Dimensions

Headroom (in.)	34.6
Legroom (in.)	44.3
Shoulder Room (in.)	50.2
Hiproom (in.)	49.8
Cargo Volume (cu. ft.)	5.0
Passenger Volume (cu. ft.)	46.4
Curb Weight (lbs.)	2610

#### Chassis/Suspension/Chassis

High X-Bone Monocoque Frame

Suspension: Independent In-Wheel  
Double Wishbone with Coil Springs

Steering: Rack-and-Pinion Steering

Steering Wheel Turns, Lock-to-Lock 2.4

Turning Diameter, Curb-to-Curb (ft.) 35.4

Power-Assisted 4-Wheel Disc Brakes

Anti-Lock Braking System (ABS) 3-Channel

Wheels (front/rear) 16x5.5J / 16x7.5J

Tires: Bridgestone Potenza S-02 (front/rear)

118 69W / P225/50 R16 92W

#### Exterior Features

Remote Entry System with Trunk Release

Removably Fixed Roof Top with  
Roll-Over Protection Window and Deboster

Exhaust Outlet Exhaust

Body-Colored Side Mirror

High-Intensity Discharge Headlights (HID)

Lightweight Alloy Wheels

Impact-Absorbing Body-Colored Bumpers

Molded Convertible Top Cover

#### Interior Features

Air Conditioning with Micron  
Air Filtration System

Power Windows

Power Door Locks

Cruise Control

AM/FM Stereo with CD Player and Clock

Leather-Trimmed Seats

Leather-Wrapped Steering Wheel

Leather-Wrapped Shift Knob

Dual Front Airbags (SRS)

3-Point Seat Belts with Pretensioners

Integrated Roll-Over Protection

Immobilizer Theft-Deterrent System

Remote-Operated Audio Controls

Beverage Holder

Center Console Storage Compartment  
with Lock

Map Lights

Digital Instrument Panel

2-Speed/Intermittent Windshield Wipers

Engine Start Button

Low-Fuel Indicator Light

Aero Wind Screen

12 Volt Power Outlet

Textured Aluminum Pedals

Floor Mats

#### Accessories

Exterior

Removable Hard Top

Rear Decklid Spoiler

Front Underbody Spoiler

Side Strakes

Vehicle Dust Cover

Wheel Locks

Interior

Titanium Shift Knob

Security System

Seatback Pocket

Cargo Net

Audio

CD Changer

Kelton bassworks Subwoofer



New Formula Red  
with Black Leather



Spa Yellow Pearl  
with Black Leather



Suzuka Blue Metallic  
with Blue Leather



Grand Prix White  
with Red Leather



Sebring Silver Metallic  
with Black or Red  
Leather



Berlina Black  
with Black or Red  
Leather

<sup>1</sup>Car and Driver, January 2001. <sup>2</sup>Automobile Magazine, December 1999. <sup>3</sup>Road & Track, October 1999. <sup>4</sup>Based on 2001 EPA mileage estimates. Final 2001 EPA mileage estimates not available at time of printing. Mileage figures shown for comparison only. Actual mileage may vary. <sup>5</sup>5-Year/50,000-Mile Limited Warranty. Ordinary maintenance or adjustments, parts subject to normal wear and tear, and initial term are excluded. See your Honda dealer for this terms and conditions of this limited warranty. Always use seat belts. Safety features mentioned herein are not available in all areas. See your Honda dealer for details. Some vehicles may be shown with optional equipment. Available—Optional. Not—Not applicable. Specifications, features, illustrations and equipment shown in this brochure are based upon the most available information at the time of printing. Although descriptions are believed correct, accuracy cannot be guaranteed. American Honda Motor Co., Inc. reserves the right to make changes at any time, without notice or obligation, in colors, specifications, warranties, networks and models. ©2001 American Honda Motor Co., Inc. Union, U.S.A. 9004 00001



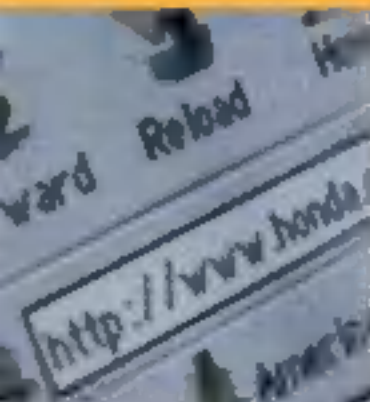
**For years, Honda has led the industry  
in reducing the impact automobiles will  
have on the environment.**



Proving that it can be done with little  
sacrifice to performance. In 1975, we

introduced the innovative Civic CVCC, the first car to ~~pass~~ the  
federal Clean Air Act standards without the use of a catalytic  
converter. Ever since, our engineers have pushed the limits of  
design. When California's standards for Low-, Ultra-Low- and  
Super-Ultra-Low-Emission Vehicles (LEV, ULEV ~~and~~ SULEV)  
were introduced over the past eight years, a Honda was the  
first gasoline-powered car ~~to~~ meet each one. In fact, ~~our S2000~~

met all these standards before they became mandatory. And  
for 2002, every new Honda vehicle meets or surpasses all  
fifty states' LEV standards. From the natural-gas Civic GX, the  
cleanest internal combustion production-engine vehicle ever  
built, to the brilliant 240-hp S2000 roadster. With our record, it's  
only fitting that we would be the first to introduce a gasoline-  
electric-powered hybrid car in the United States, the Insight.  
This ultra-low-emission vehicle was the first car to receive  
the Excellence in Environmental Engineering Award from the  
Sierra Club. And you can be sure Honda will continue to lead  
the way in providing some of the most advanced  
~~and~~ cleanest ~~vehicles~~ on the road.



When you purchase an S2000, it's covered  
by a 3-year/36,000-mile limited warranty.\*  
See your dealer for details. For additional  
product information, you can call us at  
1-800-33-Honda, or visit our Web site  
at [honda.com](http://honda.com).



Your dealer features Honda-trained  
technicians who can expertly service  
your S2000, and a variety of Genuine  
Honda parts and accessories to help  
you personalize it.

## **HONDA** Financial Services

Whether you buy or lease a Honda,  
Honda Financial Services can assist  
you with the process. Ask your  
dealer which lease or purchase  
plan best suits your needs.

## **HONDA** Care

Honda Care is a comprehensive  
and affordable vehicle and travel  
protection plan backed by Honda  
reliability, service and parts. See  
your dealer for more information.